

Looking for Effects: studying How Kids in Fatal Crashes Were Riding, (2019)

Working from FARS data (Fatality Analysis Reporting System of U.S. Department of Transportation), concerning fatal crashes involving a child under age 2, Huang, Liu, and Pressley* reviewed 5,661 cases. Of those, 4,996 were in the back seat, 4,242 were restrained but in only 1,557 cases was the direction of the safety seat listed. When the child was unrestrained, the driver was nearly 2.4 times more likely to be unbelted as well. Unrestrained children were nearly three times more likely to die.

Reviewing the direction of the children under age 2, the researchers recorded improvements in rear-facing travel after the 2011 American Academy of Pediatrics (AAP) recommendation for rear-facing travel until age 2. While both groups made improvement, gains were more marked among the children under age 1 than for those 1 to 2 years old. Another factor was that significantly more law enforcement reports contained the direction of the child involved in the crashes after the AAP announcement. However, law enforcement education might increase its centrality to officers in future.

Of the 100 under age 2 in the front seat, mortality was higher as was lack of restraint use; 64% were unrestrained. The likelihood of front seat travel was 5 times higher for pickup trucks. Referring to the 2015 study by Macy et al., the researchers noted that changing laws to match recommendations leads to new social norms. Noting the link between unrestrained drivers and unrestrained child passengers, they recommended focus on belt violations in adult drivers as likely to improve child protection.

*Restraint Use and Injury in Forward and Rear-facing Infants and Toddlers Involved in a Fatal Motor Vehicle Crash on a U.S. Roadway, Y-Y Huang, C Liu, and J Pressley, *Injury Epidemiology*, 2019.

What Can We Do to Promote Tether Use?

At the 2019 Advances in Child Injury Prevention conference, Julie Mansfield, PhD, presented the discouraging results of a study launched to find ways to reduce the 50% non-use of tether attachment for forward-facing safety seats seen “in the wild.” The study recruited 96 volunteers to do a single installation in the second row of a 2015 Chrysler Town and Country, permitting use of vehicle and safety seat manuals and mobile phones to install a Dorel Cosco APT40, set up for forward-facing use with the lower anchor connector strap threaded through the correct belt path. Of the volunteers, 44% had no safety seat installation experience; another 10% had not installed a forward-facing seat.

Variables, including vehicle labeling, tether connector color, labeling, and tether strap placement, were inter-mixed to see which options might have a positive effect, yet no variable improved tether use accuracy. There was high use of safety seat instructions, less for vehicle manuals, and essentially no use of mobile phones. Volunteers found the tether component in the APT manual confusing. No specific aspect was a breakthrough, but there were interesting findings. If one looked *only* at tether use, ignoring other errors, the proportion doing it right increased. Despite non-use of vehicle manuals, correct use was not severely impacted. Only 13% made severe errors, such as threading the tether strap through the vehicle seat bight, not over the seat back. Of the 96, 17 left the tether strap where it was packaged.

Another study has raised the issue that many people do not know the meaning of the word “tether.” Often SBS USA Technicians hear it pronounced “teether” which means users have no clear definition. While too late to re-name the part, defining it for future use could help parents make the connection.

Updated:

El Regalo Perfecto, the comprehensive SBS USA four-color brochure in Spanish, updated with a new cover photo and drawings, is available now. Ask to see a free sample; order @ \$.20 each plus shipping/handling; in California, sales tax will be added.

The SBS USA List of Recalls and Replacement Parts, now dated 7/27/19, has additional manufacturers and includes new seats *not* on recall.

Check it out—the most complete version with lists of non-recalled seats, a fail-safe method to avoid missing a problem due to using an incorrect seat name.

SafetyBeltSafe U.S.A.

Office:

514 N. Prospect Ave., L-6,
Redondo Beach, CA 90277
(310) 318-5111 (also FAX)
(800)745-SAFE
(800)747-SANO

URL: www.carseat.org

Mail:

Box 553
Altadena, CA 91003

EXECUTIVE DIRECTOR:

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LCSW, CPSTI

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Calendar

Sponsored by CA Office of Traffic Safety and Pomona Police Dept.

Register at 800/745-SAFE

EDUCATOR WORKSHOPS:

8:15 am-5 pm. 6 CEs for Nurses,
courtesy Harbor-UCLA Med. Ctr;

3.5 CEUs for CPS Technicians

***9/13/19:** Petersen Automotive
Museum, Los Angeles

***9/20/19:** So. Orange Co. Family
Resource Center, Lake Forest

Free; participants receive CPS
Reference and Teaching Guide

free. This is a good precursor to
Certification Training; special

Treasure Hunt for CPSTs.

SAFETY SEAT CHECKUPS:

10 am-2 pm for families;

9 am-3 pm for checkers

***9/14/19:** Petersen Automotive
Museum, Los Angeles

***9/21/19:** National Seat Check
Saturday, So. Orange Co. Family
Resource Center, Lake Forest

WEBINARS:

***10/3:** California Tech Webinar -
1 CEU for Technicians

10-11:30 am. Pre-register:
trisha.stites@gmail.com

***10/7:** California RN Webinar
10 am-11 am. 1 Nursing CE,
thanks to Harbor-UCLA

Medical Center

***9/10:** CPSM Tech Webinar
1 CEU for Technicians

10 am-11:30 am

Co-Sponsor: CPS Malaysia

CONFERENCES:

***3/15-17/20:** Lifesavers,
Tampa, FL. Go to

www.lifesaversconference.org.

SBS USA will exhibit.

To submit potential talks, e-mail
Lofgren@meetingsmgmt.com by
9/6/19.

Calendar, continued:

***10/27-29:** American Academy of
Pediatrics National Conference,
New Orleans, Louisiana

Volunteers needed 10/25-29.

E-mail carseatrn@gmail.com.

Sponsor for SBS USA exhibit:

Volkswagen Group of America

Rid the Web of Dangerous “Car Seats”

Since February, SBS USA has reported on products seen online, claiming to be safety seats, which appear not to meet FMVSS 213.

On 8/5, Heidi Heflin, CPSTI, Program Consultant, SBS USA, found these products for sale on Groupon.com. SBS USA published the information on Facebook, and Technicians objected so vehemently that the ad was taken down.

One aspect of this ad was the statement that the products were U.S.A. made; however, they do not appear to meet aspects of FMVSS 213, such as coming with instructions. The effort bit hard, but Technicians report seeing the same products on Amazon, Walmart, and other major Websites.

Within a day of our FB story, Jennifer Rubin, CPSTI, SAFE KIDS Greater Sacramento Coalition, reported through the CPSPListserv (join at CPSPList-subscribe@yahoo.com) that a Technician in their network had a family arrive for a checkup with the product. Meanwhile, Zack Fraser, longtime National Highway Traffic Safety Administration (NHTSA) investigator, is urging everyone to report any emergence of these non-complying products at www.ODLNHTSA.dot.gov.

Kids are at risk!!

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* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.

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It's Back!

Merritt Manufacturing has taken over production of the AngelRide Car Bed designed for infants under 9 lbs./21 inches whose breathing issues may be stimulated by riding semi-reclined.

The bed, marked with drawings of head and feet, has a 5% incline and ventilation slits in the head area to ease breathing. Installed with either a lap belt or shoulder-lap belt, the Bed is side-facing with the child's head away from the car door. Available from Prevention Alternatives, (shinn@comcast.net) with a special sale price of \$200 through 9/30.

David Shinn has been active in child passenger safety (CPS) since 1971; the Bed was first devised by David Campbell and Associates. Campbell was recognized by the Manufacturers Alliance for CPS in the inaugural group for the Hall of Fame in 2017.

A Unique Product Discontinued:

The low-cost Dorel Safety 1st Incognito is a product meant for kids 60-120 lbs. who need lap belt adjustment to prevent injury but who fit the shoulder portion of the safety belt adequately.

SBS USA fears that this niche will not be filled at a similar price, making it harder to assure legislators that families won't have to spend much should states successfully update laws to cover kids up to at least age 10 when only half fit belts unaided.

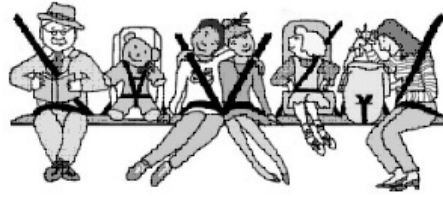
New Vehicle!

Children requiring safety seats, including boosters, are prohibited as passengers in the new Arcimoto FUV, a 2-person 3-wheeler with a unique belt system. To determine correct passenger fit, Arcimoto lists a modified SBS USA 5-Step Test in the instruction manual.

Both driver and passenger have a 3-point shoulder-lap belt and, crossing the other shoulder and hip, a 2-point belt. The 3-point belt should be buckled first, but tests show reversing the order doesn't matter for outcomes.

If the driver wears only one belt, there is a warning message, and speed levels are reduced. The back-seat passenger receives a warning if only 1 belt is used, but without a weight-sensor in the seat, like rear seats in other vehicles, there is no warning for no belt.

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SafetyBeltSafe News

September 2019

New Seats:

All seat instructions for booster mode state no overhang of the vehicle seat is permissible.

Safe Traffic System introduced the Ride Safer Delight Travel Vest XL for children 80-110 lbs. Expiring after 10 years, it may be used with a lap-only belt as long as the dual tether is used. With a lap-shoulder belt, the tether is optional. The company has made a series of changes on their vests for GEN 5, all featured in the XL. Among them are the new aircraft-grade metal material for the front hook to close the vest and the new style tether-attachment loops. Dual tether straps are shipped with the vest for weights 60-80 lbs. as well as the new XL. The Safe Traffic System Delighter booster can be used with vests up to 100 lbs.

The new **Nuna Exec**, a 3-stage seat with a 10-year expiration, covers children 5-50 lbs. rear facing, 25-65 lbs. forward facing, 40-120 lbs. and at least 4 years old, as a highback booster. It includes a no-rethread harness, 8 recline positions, 2 crotch positions, and belt-tensioning, not lockoff, doors. Its leg support for forward-facing use is flipped up in rear-facing mode as an anti-rebound bar.

Graco is releasing the RightGuide Seat Belt Trainer, a booster for kids ages 5 on and 50-120 lbs. The side guides fold under for carrying or packing; if needed, a shoulder-belt guide comes with the product. Two new 3-in-1 seats, the TriGrow SnugLock and Landmark, cover 5-40 lb. kids rear facing, 22-65 lbs. forward facing, and 40-100 lbs. in highback booster mode. The seats have a body pillow for rear-facing use only. It must be used if the infant's shoulders are below the lowest harness level. TriGrow has lock-offs for rear- and forward-facing modes, 6 recline positions, and a no-rethread harness. The Landmark has 4 recline positions and a no-rethread harness. Vehicle seat support must be 100% for both in booster mode; the TriGrow needs 80% support in harness modes. All 3 products expire in 10 years.

Diono has produced 2 new safety boosters, Cambria 2 and the backless-only Solana 2. Both have 8-year expiration dates, based on the date of PURCHASE and lower connectors to prevent the seats from flying when unoccupied and unbuckled in a crash. The seats must be used with the safety belt buckles entirely outside the belt guides.

The **Convoid** Quokka, named for an Australian marsupial, provides protection for a casted child rear facing from 5 to 39.6 lbs. and forward facing from 22.2-39.6 lbs. for up to 6 years. Two triangular wedges allow for varied positioning needs. The belt guides are not lock-offs.

The new **Britax** combination seat, Grow with You/Clicktight or ClicktightPlus, has a 9-year life span, covering kids 25 lbs. and 2 years to 65 lbs. in harness mode, 40 lbs.-120 lbs. as a booster. It may overhang the vehicle seat by 3 inches and/or recline in harness mode only. Both versions have lock-offs and 9 harness levels for the no-rethread harness. The Clicktight Plus has an extra layer of side-impact protection.

Update for **Waymo Pico**: Once the Pico was in service, it was discovered that the tether strap was not long enough to reach some tether anchors. Given its potential as a travel seat, in use in multiple vehicles, it seems clear the Waymo tether extender needs to be obtained as a matter of course, since one would not want to be stuck on the road without it.